

## WELLMAN EXPLAINS SUBWAY RELIEF PLAN

Proposes Fifteen Car Trains and  
Plural Entrances at  
All Stations.

### HE LOOKS TO THE FUTURE

Also Says Enlargement of Capacity and Traffic Would  
Give More Profits.

Walter Wellman sent to THE SUN last night an explanation of his plan for running longer trains in the subway as a means of affording relief to the straphanger. The plan has been laid before the Public Service Commission and a board of engineers has been assigned to investigate it.

"The importance of this action is not fully understood," said Mr. Wellman. "It at least promises a great step forward. Congestion here is notorious throughout the world. Every visitor wonders why we New Yorkers so patiently endure it."

"A subway is like any other industrial plant—it must get the business and then have capacity to carry it. There is no doubt about the volume of business. By official estimate the two trunk lines of the Interborough will be as badly crowded in the fifth year of operation as the one trunk is today. And in the fifth year saturation will be set in, the capacity will be exhausted. Then build another subway. As the City Club has suggested to the commission, a subway is not built—or should not be—for five years or ten, but for all time.

#### Plan Increased Capacity.

"Instead of having to build a new road in eight years to take up the rush hour overload, by the new plan it is proposed to increase the capacity of the trunk lines we have and are building 50 per cent. each. That means 250,000 more passengers a day. For two trunk lines this designed will do the work of three without building, specially equipping and operating the third. The advantages, the economy, are obvious.

"The capacity of an express track depends upon many factors, and to the average citizen these factors are mysterious. Actually they are very simple. With the present signals it takes 50 seconds to start a train out of the station and to bring the following train to a standstill at the platform. If the train must stand 25 seconds, the headway is 75 seconds—40 trains, or 400 cars per hour. But if the station wait is 40 seconds, as often happens, the headway is 115 seconds—30 trains, or 300 cars per hour.

#### Plural Entrances Suggested.

"An essential element of the new plan is plural entrances, not at a few stations, but generally throughout the system as a part of the design. A ten car train is two blocks long and reaches three streets. A fifteen car train reaches four streets. That in an entrance at each intersecting street at all busy stations and with ten car trains 25 per cent. more people are brought within five minutes' walk of trains, and with fifteen car trains 50 per cent. more than with single point entrances only. This means the zone of territory served by the railway is considerably widened. There are stations at many more streets; the crowds are better distributed; the longer the train in operation the more convenient the service; the nearer the cars to the average citizen's door.

"The commission should at once order a modification of the signals as proposed two years ago by the Interborough signal engineers. This would save eight seconds in getting trains into stations, which by a coincidence is 5 per cent. increase of capacity, with the same station wait.

"Then if the engineering board reports favorably on the new plan, stations on lines now under construction should be designed for ultimate operation of trains of fifteen cars, or whatever maximum length the engineers recommend.

#### Lengthen Platforms at Once.

"In the old subway the work of lengthening platforms should be undertaken at once. Relief from present congestion is demanded by the people as soon as possible. In some sections they are holding mass meetings to voice this demand.

"Within a few months, by mere signal changes, 344 cars per hour are possible instead of the 250 now run, and 350 if the improved twice shortens station waits only four seconds.

"Within eighteen months thirteen car expresses with multiple entrances, at loads of only 100 per car, or 15 per cent. more people in comfort than are now carried with the heavy congestion of 130 per car.

"Let us look ahead, to the eighth year of operation of the Interborough system, when by official estimate the year's traffic will be 750,000,000, 375,000,000 per trunk or much more than the existing subway is now carrying. If the operation be the same then as now the average express load per car will be 150. With improved signals and ten car trains there will be 720 cars per hour on the two trunk lines and loads of 130 per car. But with thirteen car trains there will be 930 cars per hour and loads of only 100 per car.

#### Looking to the Future.

"In this eighth year to which we are looking forward the short trains, with loads, will run 500,000,000 car miles in rush hours, the average train 50,000,000 greater service in it is most needed. But in all other hours the former will run 120,000,000 car miles and the latter, with more seats, 150,000,000. Grand total for the year, inadequate capacity, 155,000,000; adequate capacity, 140,000,000.

"The 150,000,000 car miles needlessly given by the ten car train means \$1,000,000 actual operating expense, or more than enough to pay all charges for enlargement, additional equipment, larger rush hour service and more ticket sellers for the superior system.

"At 150,000,000 traffic the smaller capacity is exhausted. But the enlarged railway has in reserve with late expansion to fifteen car trains enough capacity to carry traffic to 300,000,000 a year, still with loads of 100 per car. And in the forty-nine years of the contract, not reckoning traffic above the 300,000,000 mark, would earn for the city \$200,000,000 more than the smaller capacity.

"Another important consideration is that the enlargement of capacity and traffic will give the company \$50,000,000 of profits over the city's contractual 8.75 per cent, thus providing an incentive to honest and efficient administration which the present design can never offer, as there is to be no profits over the 8.75 to divide—a phase of the Interborough contract which was vigorously opposed by Mayor Mitchell, Commissioner McAlister and other public men."

#### DIES OF BICHLORIDE POISONING.

First Death in City From This Cause Since Recent "Epidemic."

Mrs. Anna Richards, 25 years old, of 325 East Thirty-first street, died at the New York Hospital yesterday from bichloride of mercury poisoning. Her death was one of the few that have been reported from such cause since the recent "epidemic" of bichloride poisonings. She was taken to the hospital on May 28. She said she had taken thirty grains of the drug by accident.

## RIPLEY CHILD BRINGS FORTUNE TO MOTHER

Court Finds Her Entitled to In-  
come From Trust Funds  
of \$1,000,000.

### HEIRS OF SIDNEY DILLON

Grandfather's Bequest to Husband Was Conditional on His Leaving Heir.

A real million dollar baby is disclosed in a report filed in the Supreme Court by Bronson Winthrop as referee in a suit brought by Mrs. Alice Louise Ripley, widow of Harry Dillon Ripley, to establish her right to two trust funds of which her husband had the income.

The two funds aggregated about \$1,000,000, and the referee finds that Mrs. Ripley is entitled to the income of the bulk of the funds because a son was born to her. Had she been childless she would have been left with practically nothing. Her husband's debts almost equalled the amount of his estate outside of the trust funds.

Harry Dillon Ripley was the grandson of Sidney Dillon, builder of the Union Pacific Railroad, who died in 1892, leaving a fortune. Harry Dillon Ripley's brother, Sidney Dillon Ripley, was treasurer and director of the Equitable Life Assurance Society at the time of his death on February 24, 1905.

#### Request Was Conditional.

The papers filed with the findings of Referee Winthrop show that Harry Dillon Ripley was married in England on November 20, 1899, to Alice Louise Ripley. Their only child, Harry Dwight Dillon Ripley, was born October 23, 1903. The will of Sidney Dillon left to Harry Dillon Ripley a share of the estate, half of which he received outright and the other half in trust. He was to have the income from the trust fund, but if he died without issue the fund was to go to other children. In case Harry Dillon Ripley should have no children he had power to dispose of the trust fund in his will. This fund now amounts to more than \$500,000.

In 1899 Harry Dillon Ripley was induced to create a trust fund of one share of his grandfather's estate which he received outright. Accordingly he made an agreement with his brother under which the property was transferred to the latter, the income to go to Harry Dillon Ripley during his lifetime and the principal to be disposed of in his will.

Ripley made his will in 1909 after the birth of his son, but made no direct disposition of either of the trust funds over which he had testamentary power. He merely referred to his property as "my estate" and gave his wife \$100,000 outright. He left an annuity of \$12,000 to his father, Josiah Dwight Ripley, and gave a \$100 annuity to a servant. He provided that his son should receive a quarter of the residuary estate when he was 21 and another quarter at 25, receiving the remainder of the principal on the death of his mother.

In her application Mrs. Ripley contended that her husband must have had the two trust funds in mind because at that time his estate outside of the trust funds amounted to only \$45,000, while there were claims of \$29,572 against him.

#### Mrs. Ripley Had to Borrow.

Because of the uncertainty as to whether Ripley's will disposed of the \$1,000,000 in trust funds, the trust companies holding the funds refused to pay over any of the income to Mrs. Ripley and her son. In her petition Mrs. Ripley said that she had been compelled to borrow money at 6 per cent. interest to maintain herself and her son.

The widow's contention that she was entitled to the income of both trust funds until her son was 21 and then to half the income was opposed by a guardian ad litem appointed to protect the interest of the son, who joined with counsel for the Bankers Trust Company in insisting that Ripley's attempt to dispose of the trust funds was void because it violated the New York statute against perpetuities. The attorney also insisted that Mrs. Ripley's cash bequest of \$100,000 and the other legacies could not be paid out of the trust funds.

The referee decides also that all of Mr. Ripley's debts shall be paid out of the trust funds, and the remainder is to be held for the benefit of Mrs. Ripley and her son. This decision is final.

#### POLICEMAN HELD FOR KILLING.

Lieut. Ashley Shoots "Bill" Nash in Dance Fight.

Police Lieutenant Benjamin Ashley of the Lenox avenue station was arraigned before Coroner Flordan yesterday in a technical charge of homicide, following the death by shooting of William Nash, 26 years old, of 47 West 140th street. Nash was president of the Bill Nash Association, which gave a dance on Saturday night at 47 West 140th street.

Ashley was paroled in the custody of Capt. Patrick O'Neill until today, when he must furnish \$2,500 bail.

Ashley said that he shot Nash during a fight while he was on duty in front of the dance hall. As most of the dancers were going home early yesterday morning several men began pummeling one another. Policeman Thompson interfered and attempted to take the man who was considered the trouble maker to the station house.

Immediately the lieutenant said, many of the prisoner's friends set upon Thompson. Ashley pushed his way through the mob, and Nash, he alleged, kicked him in the stomach. Then the lieutenant fired. Nash died on the way to the Harlem Hospital.

Steamer Put Back With Dead Malay The British freight steamer Karema, which sailed yesterday morning for Wabana, N. F., returned two hours later, anchored off Quarantine and landed the body of a Malay seaman who fell into the hold and was killed. The agent of the line here will attend to the burial of the Malay.

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